

WHAT IS CLAIMED IS:

1. - 8. (canceled)

9. (currently amended) A compression-resistant drive chain for an adjusting device, the drive chain comprising:

chain links;

connecting plates pivotably connecting the chain links to one another;

wherein the chain links are comprised of swivel elements having bearing surfaces that are at least partially complementary in a longitudinal chain direction and have sliding surfaces that form at least over portions thereof ~~[[an]]~~ a concave arc contour, respectively;

a sprocket wheel;

thrust bolts oriented transversely to the longitudinal chain direction, wherein the sprocket wheel acts through the thrust bolts on the chain links and wherein the thrust bolts ~~engage~~ are arranged in a receptacle between two of said swivel elements neighboring one another, respectively, wherein said receptacle is defined by said concave in an area of the arc contours of said sliding surfaces in that said concave, ~~wherein two of the arc contours~~ are arranged opposed to one another for receiving the thrust bolts, respectively;

wherein an adjusting force of the sprocket wheel is introduced through the thrust bolts into the drive chain in such a way that the chain links are moved into a compression-resistant position and returned from the compression-resistant position.

10. (currently amended) The compression-resistant drive chain according to claim 9, wherein the thrust bolts, in an advancing direction and in a return direction of the drive chain, each define a sliding surface pair, wherein the thrust bolts each have a circumferential surface resting at least partially against one of said two opposed concave arc contours, ~~wherein the arc contours are concave~~, and wherein the adjusting force of the sprocket wheel is reversible within the drive chain in said sliding surface pair.

11. (previously presented) The compression-resistant drive chain according to claim 10, wherein the thrust bolts have ends connected by the connecting plates, wherein the swivel elements are arranged in pairs so as to form two parallel rows in the longitudinal chain direction, wherein the sprocket wheel is placed between the two rows of

the swivel elements against at least one of the thrust bolts transversely to the longitudinal chain direction.

12. (currently amended) The compression-resistant drive chain according to claim 10, wherein said two opposed concave arc contours provide a substantially wear-free and friction-free support for the thrust bolts, respectively.

13. (currently amended) presented) The compression-resistant drive chain according to claim 10, further comprising sliding elements, matched to a shape of ~~the~~ said concave arc contours, provided in the area of the sliding surface pair between the thrust bolts and the swivel elements, respectively.

14. (previously presented) The compression-resistant drive chain according to claim 13, wherein the sliding elements are sleeve segments each having an inner circular arc-shaped wall surface placed onto the thrust bolts, respectively, and each having an outer U-shaped profile comprising a basic arc placed against the arc contour and further comprising legs placed laterally against the swivel elements.

15. (currently amended) The compression-resistant drive chain according to claim 10, wherein the bearing surfaces of the swivel elements are placed against one another in the longitudinal chain direction and have partial areas, respectively, that adjoin in a common plane ~~the~~ said concave arc contours and have a complementary shape relative to one another, which partial areas in the compression-resistant position of the drive chain are placed against one another as a positive-locking profile.

16. (previously presented) The compression-resistant drive chain according to claim 9, further comprising spacers that connect the swivel elements in a direction transversely to the longitudinal chain direction.